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# RAIL TRAVEL NEWS

VOL. 8 NO. 11
FIRST ISSUE OF
JULY 1978
#177

NEW ENGLAND RAIL TRAVEL 1982

# THE COVER STORY

An unusual photo shows the Amtrak SAN JOAQUIN (train 710, left) and the COAST STARLIGHT (train 11) side by side at Oakland, California. Until recently, track 2 on the right was never used for passenger trains. Now if trains are off-schedule, as the STARLIGHT was here--almost 2 hours late--, both tracks are used for loading and unloading. Neil Lang on May 20 took the Kodachrome slide from which our photo was made.

## SPECIAL FEATURES IN THIS ISSUE


***Page 5: John Pawson rides the first Amfleet NATIONAL LIMITED.
***Page 6: Peter Roehm tells of the first Amtrak New England fantrip.
***Page 7: Jim Russell relates some vacation adventures involving hounds.
***Page 8: George Lerrigo fantasizes the future of rail travel in New England.
***Page 15: Carl Fowler describes a SOUTHERN CRESCENT trip of last fall--you can still take a similar trip today.


# LETTERS

Amtrak deficits have gone up faster than the rate at which trains have been added to the system, and the DOT should have asked the tough questions about why this kind of unbusinesslike incompetence has happened. If he had recommended steps that would have saved Amtrak money by squeezing wasteful practices, America might be able to maintain a comprehensive rail network concomitant with the costs that Congress can reasonably be expected to approve.

For example, DOT should have investigated the agreements that Amtrak has with its backstabbing operating railroads, studied how revenues might be increased by carrying mail, and compiled some information for Congress regarding the productivity of Amtrak crews. They could have asked why with the introduction of new, efficient equipment losses increase instead of decrease. They could have asked why on-time performance gets worse when old, breakdown-prone equipment is removed from the trains and new equipment used instead. Paul Reistrup got fed up asking questions like that, and Brock Adams doesn't have the guts to look into them. So DOT takes the easy way out and erases parts of the Amtrak map. In the long run, that approach to reducing Amtrak's deficit will not make Amtrak any more efficient or financially sound. It will simply make Amtrak smaller. There are better ways to go about the problem.

David Bragdon
Portland, Oregon

The enclosed item was sent to all reservations clerks in Chicago's bureau. In the past 14 months we have seen our company threatened with reductions and train cancellations and all sorts of adverse publicity and have found it increasingly difficult to maintain any form of morale.

In the past 5 years in Chicago Reservations all agents have been hassled about hundreds of petty things but the following memo is a superior example of the garbage that Amtrak employees are subject to. Some of your readers have written letters wondering why morale at Amtrak in any job capacity is so low. This is only the tip of the iceberg, but maybe with some hope if you print this in your magazine, maybe we can get rid of the management at Amtrak that is helping, along with DOT and lobbyists against Amtrak, or at least help get rid of said parties who are aiding in Amtrak's destruction. Please help us!

Amtrak employee
Name withheld

(Editor's note: The interoffice memo, dated Jul 6, 1978, read: "Agents are accountable for the time they are on duty. You are to be plugged in and ready to accept calls within your tour of duty for approximately seven and one-half hours. Only sixty-six minutes unmanned time is accountable, which is the total minutes for your lunch and break combined. Please refer to the Special Instructions for the Central Reservations Office, Rule 19, which states, 'Agents are to contact a Supervisor for permission to leave their assigned position for any reason other than break or lunch. Agents are to call Special Services, Rate Quotation Clerk, etc. rather than leave their positions and walk to these areas.' Reasonable emergency time, i.e.: restroom will be permitted with prior approval of a Supervisor. If you have any questions concerning the above please see your Supervisor.")


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## CLOSE VOTE SAVES SOUTHERN CRESCENT; RAILWAY APPEALS ICC DECISION

The Interstate Commerce Commission on Aug 3 gave its decision in the train-off petition for the Southern Railway's SOUTHERN CRESCENT, and it decided that the railway must run the train a year longer before it can again appeal to drop it. The ruling came on a 4-3 vote of ICC officials, requiring the train to continue running until at least Aug 4, 1979. Southern Railway officials were reportedly certain that the train-off petition would be approved, and had planned for a final run of the noted streamliner on Aug 7. At Jun 14 hearings in New Orleans the Texas Association of RR Passengers had testified concerning the train's importance in a transcontinental link and its adverse impact on the SUNSET LIMITED if it were discontinued. This proved to be an important argument, along with the testimony of NARP and other organizations and individuals, persuading the ICC to rule in favor of keeping the train. The Wall Street Journal said that the ruling would make it more likely that Amtrak would take over the train; however, the matter of negotiations with Amtrak is "stalemated", RTN has been told.

On Aug 15 Southern Railway filed an action with the 4th Circuit U.S. Court of Appeal in Richmond VA, contesting the ICC order. The court can either uphold the order or send the case back to the ICC.

## AGREEMENT ON INCREASED FUNDS FOR AMTRAK

House-Senate conferees on Aug 3 surprisingly agreed to the House's higher budget for Amtrak for the next fiscal year, after intense pressure from Congressman Harley Staggers. The agreement, which must later be voted on by the full House and Senate, calls for $600 million plus $130 million in capital expenditures (the Senate had previously voted for only $510 million, while the DOT recommended $575 million; Amtrak President Boyd told Congress that while Amtrak could make a case for $613 million, it could get by on $600 million). A major opponent of the higher subsidy was Sen. Long of Louisiana, who pushed the Senate bill thru. An important aspect of the compromise bill is that it freezes Amtrak routes from discontinuance until at least Oct 1, 1979, to forestall DOT cutback plans. It also provides that when the final DOT plan is published, either house of Congress has 90 days to vote it down before it would automatically take effect. Harley Staggers argued that the railroads had allowed service to deteriorate be-

fore Amtrak took it over, and that we should "build it back up and do it right." The House will not be able to vote on the final bill before about late September.

# RAIL CANADA

CANADA'S DISCOVERY TRAIN: The former American Freedom Train equipment began its 5-year operation as the Discovery Train in Kingston, Ontario on Jul 21. The exhibit train's schedule for the rest of this year is as follows: Montreal Jul 27-Aug 1; St. John Aug 2-6; Oromocto Aug 7-9; Sydney Aug 11-14; Halifax Aug 16-20; Moncton Aug 22-25; Quebec City Aug 27-Sep 2; London Sep 4-9; Toronto Sep 10-17; Saskatoon Sep 21-25; Edmonton Sep 27-Oct 1; Prince George Oct 3-4; Vancouver Oct 7-12; Calgary Oct 14-19; Regina Oct 22-27; Brandon Oct 29-31; Winnipeg Nov 1-6; Sault Ste. Marie Nov 10-15. See illustration of train logo below.

THE SULLIVAN COMMISSION of Inquiry into Newfoundland Transportation completed the first half of its report in late July, and 2 of the 3 commissioners recommended the gradual abandonment of the Newfoundland railway over the next ten years in favour of more highway and water transportation. Citizen lobby Transport 2000 called the recommendation "a betrayal of Confederation"; said president Harry Gow, "The Sullivan Commission is trying to buy off resistance to railway closure by suggesting that Ottawa build roads for heavy trucks." Gow criticized the lack of analysis of extra energy consumption and the shallow consideration of the serious effect on the Newfoundland economy--the railway employs about 3000 people.

John Crosbie, Progressive Conservative member of Parliament for St. John's West, formed an association, The Society for the Preservation and Improvement of the Newfoundland Railway (SPIN) and vowed a fight to the bitter end to preserve the railway. (Address Mr. Crosbie in care of House of Commons, Ottawa, Ontario K1A 0A7.) NDP transport critic Les Benjamin called for modernization of the railway instead of abandonment (phone him at 613-992-6823).

LITTLE PUBLIC ATTENTION has been directed to new lower VIA fares on the Dominion Atlantic service thru the Annapolis Valley between Halifax and Yarmouth, noted Transport 2000 Atlantic. New fares, since Jun 15, are fully one-third less than previous ones. For many years the fares on this route have been the "highest in North America" said the citizen group.

IT IS RUMOURED that a stumbling block to CP Rail's integration into VIA has been the presence of another buyer for the railway's stainless steel passenger car fleet--perhaps Saudi Arabia or Mexico. Reportedly CP wants $250,000 per car, while the entire CN fleet, including locomotives, is believed to have gone to VIA for $45 million.

MONTREAL-MONT-LAURIER tourist train, the "Petit Train du Nord", for the first two weekends of summer ran with small patronage, neither VIA nor CP doing any advertising. The train was recently saved from extinction by the Canadian Transport Commission (see RTN #175). Incidentally, the train runs roundtrip Saturdays and Sundays as well as up Friday night and on Sunday, as we noted earlier.

THE QUEBEC GOVERNMENT has announced that it will not continue CN and CP commuter rail line subsidies offered for 1978, after Jan 1, 1979, unless Transport Canada offers help also. Suburban mayors are upset at this, and want to keep the CP lakeshore and CN tunnel line (electric) services.

ONE-DAY CONFERENCE on the subject of Dorval and Mirabel airports willbe held at the Dorval Hilton Hotel on Oct 25, sponsored by Transport 2000 Quebec, the



city of Dorval, and others. Two panels will discuss passenger interchange and access to these airports. Rail access has been proposed, and planners responsible for it will be present.

VANCOUVER TRANSIT FARES will rise from 35 to 50 cents on Sep 5. In North America, only Toronto and Ottawa have higher fares--55¢.

QUEEN ELIZABETH TOURED Canada by train in late July. We plan a detailed story in the next issue of RTN.

VIA RAIL CANADA has proposed a one-year test of dailytranscon service over the CN Capreol-Winnipeg line (in addition to the CP Sudbury-Winnipeg line).

THE TRANSCONTINENTAL TRAINS west of Winnipeg are now apparently both using unreserved coach seating, the CN being unreserved for trips of 500 miles or less.

## THE NATIONAL LIMITED GOES AMFLEET

by John R. Pawson

Amtrak has converted the NATIONAL LIMITED to Amfleet cars and all-electric sleepers. The first of the route's four required equipment sets left New York on Aug 13. Regular operation resembles that of the conventional NATIONAL with two major exceptions--the electric sleeper is turned back at Indianapolis to reduce the number of sleepers needed by one, and the tri-weekly Washington-Kansas City thru coach is replaced by a change of cars at Harrisburg.

Amtrak assigned new motive power to the first run. E60 engine 971, instead of the usual GG-1, brought the train to North Philadelphia. Engine change was made there instead of at Harrisburg, reportedly to avoid having Conrail service the replacement F40 at Harrisburg. The consist of the first Amfleet train was engine 259; cars 1241, 1220, 21814, 21837, 21810, 21808, 20227, and 2920 "Pacific Mist".

Amtrak's Joe Vranich welcomed newcomers to the train, and used its P.A. system to describe the train's features and to apologize for its lateness.

The Midwestern press gave the run good coverage, and trainside or on-board TV camera crews were frequently seen. Amtrak and its train seemed to get the praise; Conrail and its train-running, the panning.

As planned, NARP director Bill Staiger and I got off at Terre Haute, at which point the train was running 2:35 late. A few hours later, with a dozen passengers, we boarded the last conventional New York-bound NATIONAL, about an hour late. Its consist at this point was: E units 448, 427; cars 5677 (deadheading), 1192, 1196, 2152, 2705, 8320, 3812, 5682, 5679, 5435, 6011, and CR business car 3.

We enjoyed steak dinners in the dining car, but we found that all coaches but one were hot. Some were without lights, and there were some uninvited cockroaches aboard. At Indianapolis the business car came off and baggage dorm 1451 and deadheading "Pacific Mist" were added. While one car was being worked on, an electrical cable (apparently previously damaged) fell apart and with a flash grounded out to the car's frame.

East of Altoona the next day, seven large track gangs could be seen at work. We were switched around them and rarely moved at high speed. The one cool coach heated up but became cool again when the attendant replaced a fuse. There were about 200 passengers aboard, and most were quietly tolerant of all the problems. However, the conductor did manage to run out of complaint forms.

At Harrisburg, GG-1 918 replaced the E units, and for the last time, thru Washington cars were taken off. Arrival at North Philadelphia was 3:18 late.

Next day the first eastbound Amfleet train arrived there looking much better, but it was all of 5:16 late. However much they may have criticized the lateness, the passengers probably found the equipment more comfortable than a day earlier!

* * *

(Editor's note: The westbound run reached Kansas City on the 14th with engine 261 in place of 259. The first eastbound Amfleet run left the 15th with engine 261 and cars 1260 (baggage from L.A.), 21814, 21837, 21810, 21808, & 20227 Amdinette.)

## URBAN-SUBURBAN TRANSIT

THE VALPARAISO COMMUTER line of Conrail's will be shut down Oct 1 unless it gets more subsidies, the railroad announced Aug 1.

HOUSTON VOTERS SURPRISED the experts by approving on Aug 12 a sales tax increase and creation of a metropolitan transit authority to create a regional transit system including commuter trains on existing rail lines. A taxpayer revolt had been expected in the area.

BOSTON'S MBTA RECEIVED $44.7 million from UMTA Aug 11 for rail line improvements in southwest Boston.

SAN DIEGO AREA will benefit from a state bill believed nearing approval that would provide funds for buying the San Diego and Arizona Eastern Railway from SP to use as a trolley line from downtown to the Mexican border. Caltrans said in early August that it might buy the line if the San Diego transit development board doesn't.

THE LONG ISLAND Rail Road saw its president, Robert K. Pattison, dismissed on July 28 and Francis S. Gabreski appointed in his place. Commuter groups pressed for Gabreski to make management changes to improve the performance of the line, recently criticized for poor operations. New York governor Carey initiated the change in leadership in response to complaints about the line.

THOSE AMTRAK LOCOMOTIVES currently seen on SP's commute line in San Francisco are GE P30 engines--15 of them being leased to SP to help in its current motive power shortage. The P30s were not being used by Amtrak, awaiting introduction of the new bi-level passenger cars.

PUBLIC TRANSIT USAGE is steadily gaining in the U.S., reports the American Public Transit Association. For the first 5 months of 1978 ridership was up nationally 5.7%. In May alone the increase was 8.8%, the tenth straight month of climbing ridership. This period has been the best for public transit ridership since the oil embargo of 1973.

FARE-FREE TRANSIT in Denver will have its test period expanded thru next Jan 31 as a result of a $2.4 million UMTA grant announced July 27.

AMTRAK IS AUTHORIZED to operate commuter service by a provision of House bill HR11493. It is not known if this provision is retained in the compromise House-Senate version (see page 3).

### AMTRAK'S FIRST NEW ENGLAND FANTRIP

by Peter Roehm

The beautiful weather of June 24 brought out over 450 excursionists for the first Amtrak fantrip ever operated in New England. Its sponsor, the Massachusetts Bay Railroad Enthusiasts, are on record as the first fantrip operator in this country when in 1934 they ran a trip on the non-abandoned Hoosac Tunnel & Wilmington Railroad. Now they would be the first with a New England Amtrak trip.

F40PH engine 212 stood at Boston's South Station with 8 Amfleet cars, including two Amcafes, ready for its on-time 8:30am departure west along tracks once belonging to the B&W, B&A, NYC, PC, and now Mass. Turnpike Authority, MBTA, and Conrail to Springfield. More stops at Back Bay, Framingham and Worcester loaded the train almost full.

At Springfield the train swung onto Boston & Maine rails for the run north up the river where, at East Northfield, it went onto Central Vermong rails to Brattleboro, then back to the B&M for the scenic daylight river run--the first time in years that a fantrip has been thru here (the MONTREALER



negotiates the run after dark). At Bellows Falls some 120 riders transferred to buses for their trip option to Steamtown where they would view the display and ride the Green Mountain RR (ex-Rutland). The rest continued to White River Junction where the train was wyed at the station.

The southbound on-time departure recruited the Steamtown folks and continued back downriver to Springfield and east to Boston. The Boston arrival was almost an hour late, but connections to the NIGHT OWL were made at Back Bay. The public had an excellent opportunity to see Amtrak and its new Amfleet equipment. The group that began the fantrip idea succeeded again and showed that there is a fan demand for trips using Amtrak's equipment.

### THE HOUNDS AT ECHO SUMMIT

by James Russell

Part of our annual summer vacation involved a Greyhound trip from Oakland to South Lake Tahoe. If more evidence were needed that the vehicle makes the trip, this occasion provided it. Amtrak gets more complaints about vehicle malfunctions than any other kind, and now we wouldn't be surprised if it's the same with Greyhound.

The trip was botched from start to finish. The 10:25am departure on July 8 wasn't announced and we had to guess what was happening. The agent had said it was a thru bus, but we were pointed to a Reno bus and told to change in Sacramento. When the bus was loaded, we were told that travelers going to points on Highway 50 out of Sacramento (as we were) must shift to a different vehicle, a thru run. About half the busload hauled out suitcases and moved to vehicle 8447 for the 5 1/4-hour journey. Bus 8447 was a 43-passenger non-restroom-equipped job with a bad shimmy and vibration at about 50mph, mediocre air conditioning, and apparently other mechanical problems. Passengers didn't confine their cigarette smoking to the marked locations in the rear, and soon it was difficult to breathe, much less sit still on the tiny sagging seats with the whole machine vibrating and bumping badly.

Our 25-minute late departure from Sacramento saw 44 passengers aboard. As we reached the 3000-foot altitude in the Sierra the driver announced that we could open the windows, since the air conditioner wasn't helping much. Everyone exclaimed with pleasure over the fresh mountain air now pouring in. Our trip was nearing its end now as we climbed the spectacularly steep Echo Summit area before dropping down into the Tahoe basin. Suddenly we slowed for a line of cars ahead--we were creeping past the scene of a five-car westbound crash. A little further on, just short of the 7382-foot summit, our Hound's engine sputtered and quit. The driver pulled off the road to a luckily-convenient wide shoulder. We'd have to wait about 10 minutes for the engine to cool down. But 20 minutes later the driver was about to give up on trying to start it.

Just as we were wondering how Greyhound would handle this problem, a big Super Scenicruiser pulled up behind us. It was carrying one passenger, and the driver took us all aboard for a 55-minute late arrival at South Tahoe. The rescue bus was functioning smoothly and rode very well. It was convenient for us that this second section of the run was behind us. The next bus thru was scheduled for seven hours later.

We have felt that this route is one of Greyhound's better runs, but the trip was not one to endear Greyhound to anyone. It seemed a case of bad vehicle maintenance coupled with the random assignment of a bad bus (certainly not Claude Brinegar's "Lovable Bus") to a difficult run. If a train ran the route we would have taken it.

# NEW ENGLAND RAIL TRAVEL 1982

A Fantasy - by George Lerrigo

The gates swung open in the modernistic Central Station and several hundred passengers descended the steps to the sleek Amtrak Turbo. As I settled down in the Club car I found it hard to imagine that back in 1978 plans were afoot to kill off most of New England's rail service. I thought back to those troubled days when the U.S. was exporting over $45 billion for foreign oil while struggling unsuccessfully for an "energy policy". What had happened since then? In those days Amtrak carried less than 1.5% of Americans on their travels. Today Amtrak is carrying 5% of those Americans and was rapidly expanding the system.

The train pulled out and soon reached the legal 99mph on restored welded rail over CN trackage towards the U.S. border. We would be following the scenic MONTREALER route thru New England in the daylight. Amtrak had found that the original night train was insufficient after the international Crash. Yet today it seemed that the country was recovering well.

We were at the customs station in a little over an hour, and U.S. officials boarded. Customs had been greatly simplified since both the New York and Vermont trains had been routed via Cantic into VIA's Central Station. One wonders why this wasn't done when the New York train began running.

We crossed the U.S. border and made a short stop at St. Albans, and the beautiful mountains of Vermont came into full view as we wound along river valleys. No one seemed to mind our slowing down by 20mph. Outside the train the neat Vermont homes raised wood smoke skyward. Vermont was heating fully 70% of its houses with wood, and a number of small utilities were using wood and small dams to produce electrical power. Vermonters seemed more independent than ever.

At Essex Junction there was a bus to provide a direct connection to Burlington and a fresh crowd of college students from Burlington's three colleges. As more Vermont towns passed, more activity was evident. Our Washington-bound train attracted quite a load of passengers! At White River Junction a turnover of passengers occurred. Vermont and New Hampshire groups had been fighting for years to have a "Boston connection" for this train, but for now a bus was at the platform for Concord and Boston passengers. The same bus brought Rutland passengers to the train.

It seemed strange to see such cooperation now. Why, just four years ago the president of Greyhound lead private bus companies in fierce attacks against semi-nationalized Amtrak. Perhaps cooperation was a result of the trend started in 1978 that "if you can't beat 'em, you join 'em" for federal funds, which made the difference. But as I remember it, it was the lack of readily available foreign petroleum products and rationing that made the big difference. I guess most Americans just tired of staying at home after the oil pipeline's spigot was turned down. The American auto was hardly what it had been. No new major roads had been built in New England because federal transportation monies now had to compete on an energy-efficiency basis. Also, the existing roads had been neglected for years while the Interstates were built and now were taking all the highway funds. For many, intermodal cooperation seemed the only answer for their own mobility. When people began to depend on public transportation they found out just how far it had slipped. Thus, Congress and the Energy office had established important new bureaus of intermodal transportation. Truck traffic, except for some rural areas, was now mostly for distribution from


(continued on page 13)

# Mixed Train of Thoughts

AN EARTHQUAKE DERAILED a freight train and blocked the COAST STARLIGHT near Santa Barbara on Aug 13. At 3:56pm a strong earthquake of Richter magnitude 5.1 occurred offshore near Santa Barbara CA. An SP freight train was northbound from Los Angeles to Watsonville Junction at the time, and shortly after rounded a curve at 50mph, when the engineer saw the track ahead kinked and misaligned from the quake movement. The train could not stop in time to avoid the damaged area, and at about 4:15pm it derailed 27 empty cars and 2 loaded ones near milepost 357.6. The southbound COAST STARLIGHT was halted some distance behind the wreck, and passengers were bused on to destinations. The consist was returned to San Luis Obispo, where it originated northbound the next day, with passengers bused to it from points south. The line was restored within 24 hours. There were no reported injuries in the derailment and no fatalities as a result of the quake.....

* * *

AMTRAK'S REGIONAL ORGANIZATION was changed July 1, with its three regions abolished and six divisions created instead. The result, said Amtrak, is one less level of management to work thru. Previously there were 7 districts, and with the consolidation of the South Central district into the St. Louis division, there are now six divisions, all under Bob Herman, vice president and general manager of national operations. Regional offices in San Francisco and Arlington VA will be phased out. The Northeast Corridor Region became the Northeast Corridor (only), with four division managers in Baltimore, Philadelphia, New York and Boston.....

THE ICC HEARINGS on the DOT Amtrak cutback plan were summarized by Amtrak as follows: the majority of those testifying favor keeping the full corrent Amtrak system or expanding it; the DOT report was criticized for being hastily done and based on budget considerations while not addressing Amtrak's problems directly; Amtrak's current operations were criticized for not providing the level of service the public wants; virtually all opposition to Amtrak came from bus lines and from the National Taxpayers' Union; and many influential public officials joined in supporting Amtrak..... THE SOUTHERN CRESCENT left Birmingham southbound at 2:12 pm on Aug 13, 2hrs 2mins late. At Akron, Alabama the train's E units failed, reportedly due to a fire in one engine, and after extended delay an engine from a nearby freight was made available to pull the passenger train. Because of the freight engine's limited speed ability the train progressed slowly to New Orleans, losing time all the way. When seen at Slidell LA the morning of Aug 14 it was nearly 7 hours late. The train, seen there at 1:18am, had the following consist: engines 3049 (SD35), 6912, 6910, 6906, 6902 (E's); cars 706, 2302 "Royal Arch", 3786, 821, 661, 830, 833, 818, 3309, 1602, 2002 "Dan River", 2008 "Pacolet River", 2016 "St. Johns River", 2004 "Enoree River"..... DEPARTMENT OF ENERGY recently asked Amtrak to remove its ticket stock from its office, leaving only 29 out of 200 government agencies that have the tickets available for their employees. This fact came out in early August hearings by a Congressional subcommittee which was looking into excess travel costs of government employees. Energy Dept. officials were said to fly between Washington and Philadelphia 90% of the time instead of taking the train which is3 minutes faster and cheaper as well. Of all government travel, 96.8% is by airplane, and the airlines get free office space in government agencies as well, the subcommittee members learned.....

THE MOST UNREMITTINGLY NEGATIVE article about Amtrak we've seen in a long time, "Amtrak Blues" by John Maybury, appears in the Sept issue of Penthouse.....

AMTRAK HAD TAKEN no official position on the DOT cutback plan yet as of Aug 18. And as of that date there was yet no word on expected personnel changes at Amtrak headquarters. Amtrak's next board meeting is on Aug 30.....

TRAVEL MANAGEMENT DAILY on Aug 14 said that the bus companies had put on a "major lobbying effort" at the recently-concluded ICC hearings on the Amtrak cutback plan. They said one ICC person characterized their effort as "propagandizing." Those testifying at the hearings were overwhelmingly in favor of keeping or expanding the Amtrak system, the publication noted..... AMTRAK PEOPLE RECEIVED the news of the House-Senate conferees' approval of a higher Amtrak budget with great relief. It must have been a good shot in the arm after a long series of setbacks and criticism. It's rather unusual to have a joint conference committee opt for the higher of two budget alternatives--usually it's the lower one or an in-between compromise, and it shows that Amtrak still has supporters in Congress. The strong defense put forward by citizens at the recent hearings must have been duly noted by Congress also. Action by Congress may forestall the DOT plan temporarily, but it doesn't address some of the bigger issues DOT brought up, such as whether Amtrak should become a government agency. Such questions remain up in the air.....

* * *

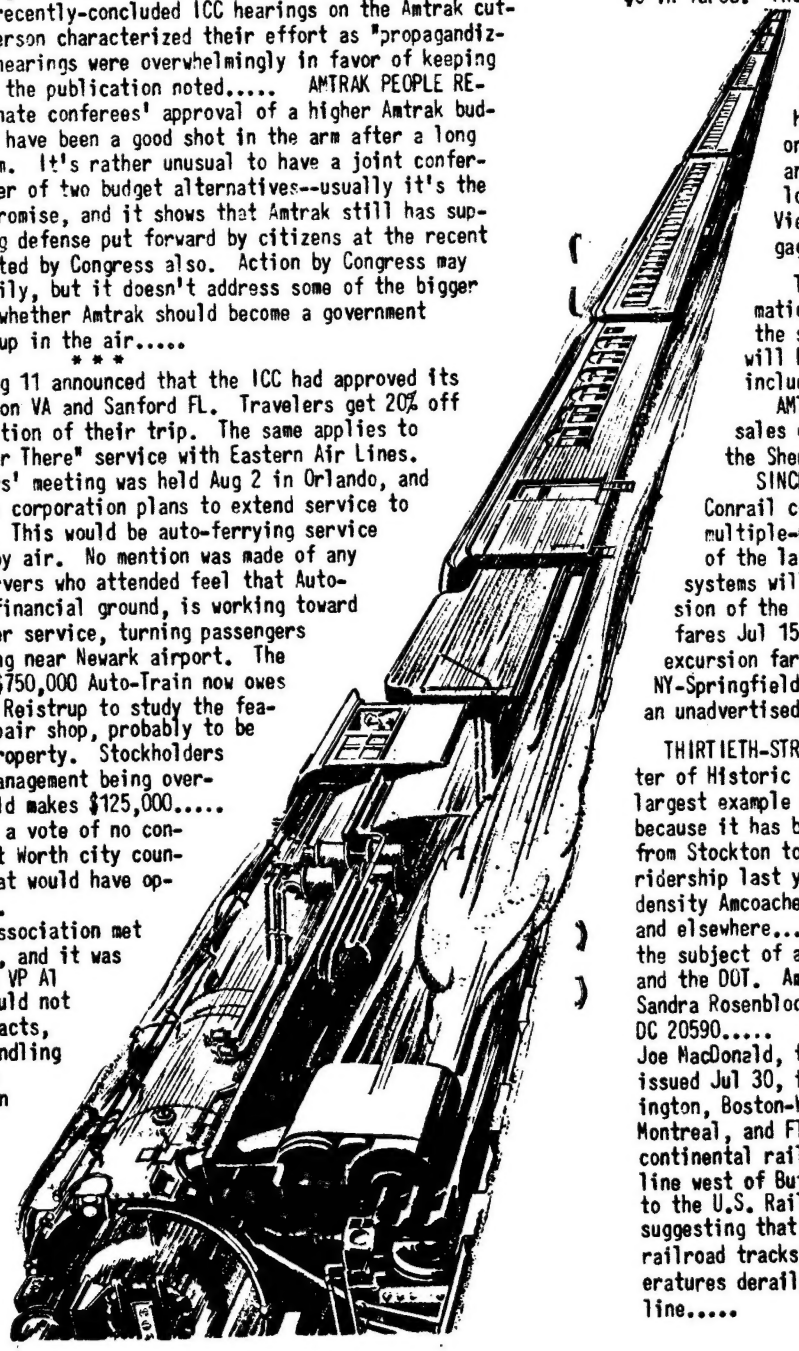
AUTO-TRAIN CORPORATION on Aug 11 announced that the ICC had approved its roundtrip discount between Lorton VA and Sanford FL. Travelers get 20% off the base fare on the return portion of their trip. The same applies to those who use the "Meet Your Car There" service with Eastern Air Lines. Auto-Train's annual stockholders' meeting was held Aug 2 in Orlando, and reports were confirmed that the corporation plans to extend service to Newark NJ if the ICC approves. This would be auto-ferrying service only, with passengers carried by air. No mention was made of any cooperation with Amtrak. Observers who attended feel that Auto-Train, which is on very shaky financial ground, is working toward ridding itself of rail passenger service, turning passengers over to the airlines by locating near Newark airport. The SCL had to take a deferral of $750,000 Auto-Train now owes it. Auto-Train has hired Paul Reistrup to study the feasibility of operating a car repair shop, probably to be located at the Louisville KY property. Stockholders again raised the question of management being overpaid. President Eugene Garfield makes $125,000.....

THE INTER-AMERICAN received a vote of no confidence on Jul 25 when the Fort Worth city council voted down a resolution that would have opposed the DOT cutback plan.....

RAILROAD PUBLIC RELATIONS Association met recently in Snowmass, Colorado, and it was reported that Amtrak marketing VP Al Michaud stated that Amtrak should not be seeking any more mail contracts, that Amtrak had no business handling mail, and that it was not true that there was some $50 million in revenues to be gained by soliciting such traffic.....

THE AMTRAK BOARD of Directors at its July meeting re-elected Dr. Donald Jacobs chairman of the board and Charles Luna vice-chairman, replacing Mrs. Mary Head.....





LOUISIANA STATE DEPARTMENT of Transportation has received the report from a $12,000 study of the feasibility of establishing an RDC car link between downtown New Orleans and Baton Rouge, with stops at New Orleans International Airport, LaPlace and south Baton Rouge. The complete trip would take 1hr 45mins and cost $5 in fares. The study said the service would break even financially with 60% seat occupancy. The Budd Company originally proposed the idea to state officials to promote its SPV-2000 self-propelled car...

THE SOUTHWEST LIMITED was blocked by a freight derailment in New Mexico on Aug 8, and the eastbound train of that date was held in Barstow and turned there, while a makeup train left L.A. on the 9th. The makeup train consisted of engines 518, 534, 618; and cars1225 baggage, hi-levels 9953, 9946, coaches 4510, 4525, lounge 3393, diner 8075, sleepers 2371 "Regal Vale", 2762 "Palm View", dome slpr-lounge 9214, 2812 "Green River", and deadhead baggage 1234. Most of these cars usually run on the SUNSET LIMITED.....

* * *

THE MARYLAND DEPARTMENT of Transportation announced Jul 20 the formation of the Railroad Administration, a new modal administration in the state's DOT, to be headed by Charles H. Smith. The administration will handle development and engineering, freight and passenger services, including working with the NEC Improvement Project.....

AMTRAK MOVED ITS Philadelphia center city ticket office and district sales office to a new location at 1708 J. F. Kennedy Blvd, across from the Sheraton Hotel in early August. Phone number is 597-8001.....

SINCE THE COLLISION of the MONTREALER and the Jersey-Arrow equipped Conrail commuter train in Maryland on Jun 9, Amtrak has required that all multiple-unit trains, including Metroliners, illuminate the rear headlight of the last car, on low beam, for safety. Trains without speed control systems will not be allowed to pass a stop-and-proceed signal without permission of the dispatcher..... GREYHOUND ELIMINATED ITS special $49 and $59 fares Jul 15, as well as reduced fares between selected city pairs, Florida excursion fares, and Eastern A39 fares which undercut Amtrak by five cents. NY-Springfield MA roundtrip fares went from $17.95 to $22.80, while Amtrak has an unadvertised one-day rountrip for only $16.50.....

* * *

THIRTIETH-STREET STATION in Philadelphia has been placed in the National Register of Historic Places..... THE SAN JOAQUIN has developed into the "nation's largest example of intermodal cooperation", notes an Aug 2 Amtrak press release, because it has bus connections at both ends of its run, a Greyhound connection from Stockton to Sacramento, and BART and bus connections in Richmond CA. Train ridership last year was up 21% over 1976. The train is currently using high-density Amcoaches, the 60-seat jobs having been taken for the NATIONAL LIMITED and elsewhere..... WOMEN'S TRAVEL ISSUES--research needs and priorities--will be the subject of a conference Sep 17-20, sponsored by the National Research Council and the DOT. Among speakers will be Caltrans's Adriana Gianturco. Contact Dr. Sandra Rosenbloom, Office of University Research, DOT, 400 7th St S.W., Washington DC 20590..... TWO MONTREALER SLEEPERS will be named by Amtrak after the late Joe MacDonald, the train's "godfather"..... AMTRAK REGIONAL TIMETABLES were reissued Jul 30, in addition to the national timetable. So far we've seen NY-Washington, Boston-Washington, Harrisburg-Philadelphia, East-Midwest, New York State/Montreal, and Florida timetables..... THE MILWAUKEE ROAD may no longer be a transcontinental rail link. The railroad in Aug initiated moves to sell some of its line west of Butte to the Union Pacific..... DELAWARE AND HUDSON Railway applied to the U.S. Railway Association for a $600,000 loan, but the USRA turned it down, suggesting that it file for bankruptcy instead..... A DRAMATIC PICTURE of warped railroad tracks came out of Spring Lake Heights NJ on Jul 24 when 90-degree temperatures derailed a Conrail coach by buckling tracks on the North Jersey coast line.....

NEW TRACK WORK being done for re-routing of Amtrak trains thru Schenectacy NY was disrupted to some degree by a fire that burned new ties on Conrail's Mohawk River Bridge on Jul 23 and may have done structural damage to the steel span.....

WORST TYPOGRAPHICAL ERROR ever to occur in RTN was prominently at the beginning of our Mixed Train section last issue, and resulted indirectly from an error in an Amtrak press release. The correct information was that the EMPIRE BUILDER would return to its normal route in Washington State on Jul 30..... A SUIT AGAINST the American Freedom Train Foundation, brought by a Seattle man who charged restraint of trade among concessionaires, was thrown out of court in late July.....

* * *

THE NORTH STAR, train 10, suffered a short in the electrical cabinet of engine 232, an F40PHR, at the former Minneapolis station on Jul 28. The engine's main generator shut down, and 194 passengers were stuck. A BN switcher towed the train to St. Paul's Midway Station, where the problem was solved. The train left for Chicago 1hr, 6mins late. As a result, the westbound EMPIRE BUILDER lost 20 minutes between Midway and Lyndale Junction in Minneapolis, as it ran via Union Yard and Minneapolis Junction instead of its normal route via the Stone Arch Bridge and the former NP station..... THE MILWAUKEE ROAD will begin a major upgrading of its mainline between Milwaukee and Newport MN, a St. Paul suburb, a distance of about 330 miles. Most of the bad track is on the route of the NORTH COAST HIAWATHA, the EMPIRE BUILDER, and NORTH STAR. The work can be done because the DOT on Jul 31 agreed to purchase $24.5 million of the railroad's trustee certificates and guaranteed the railroad a further loan..... THE 108th ANNIVERSARY of the arrival of the first train in Denver was celebrated on Jun 19 by the turning on of the big clock over the station--it had not operated in 5 years. Repair was supported by the NRHS Intermountain Chapter..... NEWLY-CONVERTED SLEEPER was missing from the northbound INTER-AMERICAN on Jul 30 after it was sideswiped by a MoPac switch engine in the Laredo yards. Damage was limited to the vestibule area.....

* * *

THE EL CAMINO train between Los Angeles and San Diego began receiving state instead of county funding on Aug 14, due to Proposition 13 cutbacks. The conventional equipment, problem-plagued after long storage, was sidetracked earlier for Amfleet cars..... TRANSPORTATION TEST CENTER of the DOT's in Pueblo CO will have 15.8 miles of line electrified, the DOT announced Aug 8. Using a catenary system, the project will be funded from NEC Improvement Project money, at a cost of $3.4 million..... ROCK ISLAND LINE was scene of a railfan roundtrip between Indianola and Carlisle on a recent Friday afternoon, with three antique passenger cars chartered by the Carlisle Lions Club and the Noon Lions Club of Indianola.....

COAST STARLIGHT PASSENGERS were bused between Orland and Redding CA when 14 SP freight cars derailed near Red Bluff on Jul 23. The southbound STARLIGHT was delayed 1½ hours south of Salinas CA on Aug 4 after a collision with a pickup truck at an unprotected private road crossing. The truck driver was injured as the train hit his vehicle at about 60mph..... SAN FRANCISCO ZEPHYR has been running chronically late this summer, reportedly because of slowness on BN.....

A CANADIAN BUS plunged into a lake near Eastman, Quebec on Aug 5 and sank, drowning 41 passengers, most of them handicapped people. The driver and six assistants escaped..... THE FRENCH GOVERNMENT announced Aug 9 that it will introduce greater economy and more competition into transportation, especially the railway system, by 1982..... A STATE BILL to restore the Santa Fe depot in San Diego became law on Jul 18. At the same time legislation was signed to start funding of a transportation center at the Sacramento CA Amtrak station. Amtrak officials in August examined possible locations for a new Oakland CA station in the vicinity of the Oakland West BART station. SP reportedly wants the present property for a piggyback facility..... INTERSTATE COMMERCE COMMISSION has ordered the SP to stop buying SCL stock in a move to take over the East Coast railroad.....

News in this issue is updated thru August 20, 1978.



NEW ENGLAND FANTASY (continued from page 8)

rail terminals. Another big boon was a uniform transportation fare for all publicly subsidized transportation at an equal per-mile rate. Joint bus-rail-air terminals helped too. With these innovations, rail was more than holding its own; it was improving and expanding.

As the morning turned into afternoon we proceeded down the Connecticut Valley. Altho the Turbo set we were on was one of the early Rohr models, Amtrak had since placed in service a number of newer models. However, now Amtrak practiced preventive maintenance and more frequent service and allowed more maintenance and stocking points for the trains so that trains ran more reliably. Only a few of Amtrak's original cars were around now. I remember that, when started, Amtrak was running with a substantial fleet of already worn-out cars with insufficient parts and little money. A cold New England trip was not a rarity in those days! Imagine the analogy: it would be like having a "Westernized country" start an airline service in a supersonic era with DC-3s and DC-6s with operations from unimproved landing strips. But in fact we did this with the trains.

# MONTREAL

Looking back on that beginning, it's a wonder that the whole thing stayed together. Enthusiasm was there, but financial uncertainty, a revolving-door for management at Amtrak, and a lack of general public interest were all stumbling blocks.

At Springfield the station was humming. Our train made a four-way swap. It had stopped at some Massachusetts points, and the college students, especially those at Amherst, University of Massachusetts and Smith seemed everywhere. At Springfield many of these passengers made an across-the-platform transfer to an eastbound Washington-Springfield-Boston train. I remember the days when a small, dedicated group--James Ullman, Bill Ensign, Gene Skoropowski and others--said the New England heartland contained the equal population of the Shore Line route, but few were listening carefully then. Finally Amtrak tried a limited two-train service, and then the Crash hit. Along with the Crash came the end to plentiful gasoline and suddenly two trains were hardly sufficient.

Today, in 1982, there are two services west: to Albany, Buffalo and Detroit for one train, and to Albany, Cleveland and Chicago on the overnight run. On the New York run five trains ply the Inland Route Boston to New York. South of Springfield there is service every hour when you count the two trains from Montreal, the five Boston trains and other services. The senseless "change at New Haven" had been the major stumbling block here in early days, as was the unique but undependable equipment.

Interesting as the passenger operations were, one could not help but notice the cooperative nature of the freight and passenger operations. Back in 1978 it was a tooth-and-nail fight--"us guys", "them guys" approach. Again, it was Congressional action that changed things. Along with the establishment of a nationalized containerized freight system, Congress gave these routes priority rebuilds where they were used jointly with passenger service. In the Midwest, then a sort of Lionel set that had been broken into pieces, this developed into a fine Intercity system for both freight and passengers. Also, bulk trains, some as short as five self-propelled cars, were running frequently. Labor was of course happy with

rule changes because their membership was increasing at a fast rate due to all the new jobs.

At New Haven our train swung onto the well-ballasted Northeast Corridor. The New Haven station had received a complete face-lifting. Here I changed trains.

Sooner than I wanted to I left the New Haven station. The Northeast Corridor had just begun to realize its full potential. Needless to say, the new catenary was up to Boston, the line had been straightened and fenced, and was high-speed railroading. I was fortunate that my train was one of the just-introduced Metroliner II cars, and far surpassed the mainstay of the Corridor, the Amfleet car.

It was interesting to note how Amtrak had speeded up station boarding. For one, passengers now had a pre-platform boarding lounge with ticket check-in. Secondly, courtesy was the byword of the entire operation. Electronically guaranteed seats on Metro II cars were confirmed by new computers and sharp employees. Each first class seat carried five different types of headrest-mounted recorded music.

The Shoreline had changed a great deal. In a way, the new trains lost some of the fascination of open Dutch doors of the old New Haven cars, but the speed (average about 100) made such an idea impossible. Before I was aware, New London came into view. Then Providence. At Providence more intermodal uses had been made of the station and the bus lines operated out of the joint terminal.

The rocket-straight line to Boston allowed a final burst of speed on this four-track route, and our train didn't interfere with the commuter operations. Boston was a surprise. After years of a decrepit, inhospitable shell of a station, the new structure was pleasant. The platforms were large, and well-lit. I had to make a transfer here to the North Station to continue my trip, as the long-discussed tunnel linking South and North stations had only recently come under construction. When it is completed, MBTA plans electrification thru the town to popular North Shore points.

From North Station one could travel to Concord, Fitchburg or various commuter points in style on the new MBTA cars. Our Amtrak train was composed of a diesel and Amfleet cars. It would carry us the rest of the way to Bangor.

Bangor came into view quite late that evening, and I detrained there. Again I thought of the early efforts to include Maine in the national passenger system, but to no avail until after the Crash. Maine service was new for Amtrak. As had been the case for most of their new services, it had far exceeded their expectations. On the way up, I heard two Amtrak officials discussing why this route wasn't added earlier. One mentioned something about political clout, but the other marvelled at how the Yankees took to the service.

He needn't have marvelled, for in 1982 the entire nation had discovered that the passenger train is an integral part of the transportation system. He could have known that in 1978 the rail system was still basically unused and unrecognized. He could have known that in 1978 advocates of a good rail system were fighting powerful lobbies in Washington, and in 1978 we were oblivious to our shrinking oil supply. It took a crash and economic turmoil to turn us around. But turn around we did, and today the country is glad of it.

We owe a lot to the early pioneers and even the thousands of rail buffs who knew that trains were the "energy-efficient" mode. There was reason to give up hope in 1978 but they didn't. And in 1982 New England the America have what is beginning to be a national rail system. Personally, I'm glad we do.



# TO NEW ORLEANS IN STYLE ON THE CRESCENT

by Carl Fowler

The rain beats down steadily at Lynchburg and a flood is warned against in the Tidewater areas of Virginia, but the SOUTHERN CRESCENT arrives behind four beautiful E units, looking warm and inviting, prosperous and full, altho almost an hour late due to a series of stuck signals between Alexandria and here.

A porter in dark Pullman uniform welcomes me aboard the last car, a spotless 10-6 sleeper destined, with a mate and the Crescent Club lounge-sleeper, to be detached from the train at Atlanta. The first class section is a complete sell-out. I got this room, traveling on a USA Rail Pass, only because its assigned passenger failed to board at Washington and the efficient Southern Railway quickly made available all unsold space.

A walk to the lounge finds a good crowd and such forgotten touches as a current Official Guide, the Hotel Red Book, "Aboard the SOUTHERN CRESCENT" stationery, and current periodicals. An efficient and courteous attendant serves drinks at passengers' seats. The recorded music tape plays softly and has current selections included.

The CRESCENT hurtles southwestward at 90mph, making up time. The rain falls in sheets, but every car is perfectly heated and the passengers are quietly happy. One passenger who had arrived in Washington on a Corridor train marvels at the elegant service on the SOUTHERN CRESCENT, but most passengers accept the high quality service as normal, perhaps the highest compliment of all that they could pay the Southern.

I am growing both nostalgic and annoyed. Things should be this way on all long-distance trains. The little touches, proper service, the magazines, the music are cheap. They require only proper supervision of employees and they pay off in passenger satisfaction far more than is reflected in their cost. I remember the wonderful pre-Amtrak FLORIDA SPECIAL as being a train like this. The CPR's CANADIAN still offered such service recently (albeit without the esprit reflected by the Southern's employees), but the SOUTHERN CRESCENT is a jolt. I find myself hesitating to ask for services that the CRESCENT's employees will provide without hesitation.

In my sleeper all is quiet. The controls in the roomette all work, a welcoming packet of timetables and train information is still provided, and without my buzzing, the now white-jacketed porter appears almost at once to ask me when I wish my wakeup call and to volunteer the location of the shoe shine locker.

Sleep comes quickly, altho the CRESCENT is streaking towards Atlanta at breakneck speeds, and the last car really does get to be the point of a cracked whip.

Exactly at the requested 6:00am I am called. The shoes are shined and a walk a half-hour later to the diner finds waiters who still greet their regular customers by name, rolls baked on-board, delicious smoked Virginia ham generously served, and a crew that later reminds passengers going beyond Atlanta that the new diner, which will be added there, will serve breakfast on departure, so that thru passengers need not rush their eating.

We arrive in Atlanta exactly on time and I transfer to a coach. The train is cut in two at the diner. Three coaches and two sleepers will go thru today to New Orleans. A new diner and an ex-Wabash dome coach are added to the consist. The dome is the only car with legrest seats, having been built for the CITY OF ST. LOUIS service thru on the Union Pacific. On the outside the car is in the Southern's non-streamlined dull black (Pullman green?) but inside it is brightly decorated in red and oranges. Seats are open to

everyone, and the extremely friendly coach porter announces its availability throughout the train.

The new diner will follow the Southern's surprising dining car operating pattern --Atlanta-New Orleans-Washington-Atlanta. Thus diners are changed out on every southbound trip at Atlanta, but run thru on northbound runs.

The new diner is another spotless bastion of perfect railroad service. The crew remembers that I like heavy cream with my coffee, and after the first lunch, all the way back to Washington two days later, I get a special bottle of heavy cream with every meal without further specification. Going down I order a steak rare --"Red, but dead." The waiter laughs and leaving Atlanta the next day going north I get my steak "the way you like it" without further explanation. Even pies are made and baked on the train. The menus feature Southern cooking without excessive grease, and are superlative.

Arrival in Birmingham is 20 minutes early. Here Amtrak has the better station and, absurdly, the Southern goes right thru it after leaving its own inconveniently-placed quasi-quonset hut a mile away. The Southern's "Welcome Aboard" folder positively gloats over the Southern's refusal to join Amtrak, but this sort of counter-efficient operating procedure raises ominous questions, now of course ominously resolved, about post-Graham Claytor plans for the SOUTHERN CRESCENT. L. Stanley Crane, Claytor's successor, is quoted in Atlanta papers trumpeting the old line that only corridor trains have any future. He says the SOUTHERN CRESCENT makes no sense except as advertising. It is fortunate that at least the Southern obviously intends to go out in style.

Ten years ago I rode the SOUTHERNER frequently from Birmingham to New Orleans and found freight congestion and bad CTC dispatching to regularly cause at least an hour's delay between Birmingham and Meridian. The freight density is even greater now, but like the perfectly-dispatched RIO GRANDE ZEPHYR, the SOUTHERN CRESCENT encounters no delays and makes many meets with both trains still running.

The scene beyond Birmingham is low hills, dirt farms and swamps. It seems almost suspended in time. The train stops at tiny stations on flag to set off a casket or a happy family group, but after Birmingham the train is down to at most 60 passengers, and moves quickly thru a land that superficially seems not at all changed since I first saw it fifteen years ago. The interstate highways, the booming industries of the new South, are not seen from the rural route of the CRESCENT thru Mississippi. Only as we near New Orleans do major roads emerge parallel to us in the swamps. The great long trestle across Bay St. Louis is crossed against a backdrop of a gorgeous sunset and arrival is 10 minutes early.

The return to Washington is equally a flashback to the good service standards and time-suspension that epitomize fine train travel. The Southern



has moved the CRESCENT's departure, because of track work adjustments, up to an inconvenient 6:45am, but a fair crowd appears nonetheless. Our diner and dome return from the previous day, but the rest of the consist has been exchanged for another set of cars, thus assuring a well-maintained consist for the long run to Washington by allowing over 24 hours to service cars at New Orleans between runs.

Amtrak might take over the CRESCENT soon. There are, of course, fine trains on Amtrak. A week earlier on this same trip I rode a smartly-operated BROADWAY LIMITED into Washington that was on time at every stop and filled with happy passengers. The SOUTHERN CRESCENT was far better for small, but very tangible reasons essentially related to morale and supervision. Indeed, the two are hardly separable, and yet seem so elusive to Amtrak.

The Southern's employees knew that the good years of the Claytor semi-pro passenger policies were soon to end, but they continued to perform their jobs with the pride of men who knew that the company cared. Small differences do matter. On the BROADWAY, "Along the Way" booklets could be obtained on request from the sleeper-lounge attendant, but since he wasn't offering them without request and no car racks had been stocked, few took advantage of the chance to have the lovely western Pennsylvania scenery then crossed by day explained. No luncheon call was announced in the Lewis and Clark car masquerading as a diner beyond Harrisburg, and several passengers were complaining of being "awfully hungry" leaving Baltimore.

Little things like that were all correctly observed on the SOUTHERN CRESCENT, and my trips made firm friends for the Southern Railway.

The train needs to be rerouted beyond Atlanta to serve the large coastal cities of Mobile and Biloxi. Amtrak can improve connections and car utilization, and wants to run a lounge car all the way to New Orleans. These are good ideas that ought to be implemented, but it will take a better effort at supervision than Amtrak often is able to muster to avoid a deterioration in service on this route.

In passenger service terms at least, as opposed to scheduling and frequency, the Southern will be a hard act to follow.

QUOTES OF THE WEEK***

"Amtrak's real problem is that it is expected to make a profit. No other nation's passenger train service does so. American policy-makers, rooted as they are in the free enterprise system, fail to comprehend the economics of public transportation systems. Transportation has been publicly subsidized since the Romans built the first roads. Even with the slaves, they had to use public funds. In the United States, government subsidies have always fostered transportation systems, starting with postroads and canals in the early 19th century. This was done to encourage settlement and to promote trade. Railroads were given land grants and economic incentives throughout the last century; billions of dollars have been spent on highways to encourage auto and truck use; airports have been built to facilitate air travel--all at government expense." --Josh Martin in Los Angeles Times, July 30.

SLIP OF THE MONTH CLUB***

"Canadian National Ballet Gives Premiere of 'Party'."
--Headline in New York Times, July 30.

(Probably a super continental bash.)

# EXPRESS ADS

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STREET-CAR NOSTALGIA: "Trolley Trails Through the West": Vol. 1 - Yakima; Vol. 2 - Seattle; Vol. 3 - Portland, $3.00 each, postpaid, moneyback guarantee. Wilson Bros. Publications, Dept. RTN, Box 712, Yakima WA 98907.

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Sept 16-17 Bakersfield by Special train from Los Angeles. Santa Fe route via Santa Ana Canyon, Cajon Pass, Barstow, Tehachapi Loop over some freight-only trackage. Hi-level chair cars, 2 club cars. $95 in chair car includes overnight lodging in Bakersfield & two lunches. Special low fares for connections from San Diego County points. Parlor car and one-way fares also available. Brochure from Let's Travel, P O Box 2768, Riverside CA 92516. Phone (714) 787-8350.

Atlantic Coast Line, Florida East Coast, Seaboard, Southern; Missouri, Northern, Southern, Union and Western Pacific uniform buttons. Blazer set two large and four small $2.95 postpaid. Joseph Lajoie, 22 Stevens, Methuen, Mass. 01844.

Kodak 616 Spcl. Big 4¢ x 2½ ideal railfan size negative. 1/400 shutter, f4.5 glass lens, new bellows, orig. case, filter 15 rolls film. R. van Wormer, (216) 673-1258.

DETAILED HISTORICAL ROUTE BROCHURE - 24pp Souvenir from 1st Amtrak fantrip in New England (6-24-78 Bos-WRJ VT) $1 postpaid. Mass Bay RRE, Box 136 Ward Hill MA 01830

Serious investors sought to purchase and operate private cars for profit. Cars also sought. Execu-Rail, Box 11953, Philadelphia PA 19145.

Oct. 8-9: Foliage Express, special two-day Amtrak fall foliage train, Boston MA-Saratoga Springs NY. Photo runbys, state line tunnel, D&H shop tour. Mystic Valley Rwy Society, Box 32 Mattapan MA 02126; (617) 361-4445 (24-hour service).

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $1.25 per square inch. Rail Travel News, Box 9007, Berkeley CA 94709.

# RAIL FANTRIPS

Sep 29-Oct 1: L.A.-Las Vegas special trip, lv 6:30pm 9/29, stops Pasadena, Pomona, San Bernardino. Hi-level coaches, lounge, diner, slprs with luxury service; meal $6. $140 & up incl 2 hotel nights. Rio Vista Rwys, Box 19992, L.A. CA 90019.

Sep 30: Birmingham-Sheffield AL RT, ex-T&P 610. Pickups at Parrish & Jasper. $20; kids $18.50. Lv 7am, ar 12:30pm, lv 2:30pm, ar 7:30pm. SASE to Heart of Dixie RR Club, PO Box 254, Birmingham AL 35201.

Sep 30: Gorham Gallivant. Portland ME (India & Fore Sts 8am) to Gorham NH RT, incl luncheon, White Mts. foliage, freight-only Grand Trunk. Diesels, conventional cars. $28.50. 470 RR Club, 11 Smith St, Yarmouth ME 04096. No liquor or pets.



# CARS & CONSISTS

*EMPIRE BUILDER, train 7, Seattle Aug 3: engines 238, 234 (F40PHR's), steam car 667 (Chicago-Havre); engines 245, 246 (F40PHR's), steam car 662 (Havre-Seattle); SP6716 mail (Chic.-St. Paul); cars 1238, 1265 (St. Paul-Seattle), 1571, 4502, 5691, dome 9483, 4850, 4890, dome 9363 "Lake View", 8097, 2657 "Silver Chasm", 2675 "Silver Vale", 2265 "Placid Scene", BN business car 300 "Silver Foot" (Chic.-Grand Forks).

*PACIFIC INTERNATIONAL, train 793, Seattle Aug 4: engines 217 (F40), 465 (E9B); cars 4404, 8151 "Hidden Lake", dome 9451 "Silver Lodge", 4509, dome 9461.

*PANAMA LIMITED, train 59, Chicago Aug 11: engines 723 (P30), 281 (F40PHR); cars 1244, 2900 "Pacific Bay", Amdinette 20213, Amcoaches 21883, 21876, 21816, 21874, Amcafe 20048, Amcoaches 21850, 21156, ICG business car 1.

*Conrail train 897 (NY-Poughkeepsie) Jul 20: engines 5042, 5049 (FL9's); cars D&H 204 "Lake George", 31 "Ausable River", 34, 33 "Schroon Lake", 206 "Essex County", CR4447 tavern lounge, D&H 32, 205 "Fort Ticonderoga", MTA 2161.

*NORTH STAR, train 10, St. Paul Jul 24: engine 233 (F40PHR); cars 1256, 20219 Amdinette, 21208, 21869, track inspection car 10,000.

*FLORIDIAN, train 56, Chicago Jul 21: engine 637 (SDP); cars 1428, 2698, dome 9544, 8019, 3331, 5415, 5458.

*SUPER CONTINENTAL, VIA-CN train 3, leaving Edmonton Jul 27: engines 6504 (A), 6615* (B), 6610* (B); bag 9649*, 5511, 5474*, 5505, cafe 758*, Dayniter 5722*, Dayniter 5711, "Eldorado*", "Emerson*", "Greenvale", dome lounge "Yellowhead*", diner 1374, "Evangeline*", "Endcliffe*", "Edson", "Sable River*", "Ingramport" (as dorm). *In CN colors.


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## NEW ENGLAND RAIL TRAVEL 1982